2004 Annual Report

Livable Region Strategic Plan

Greater Vancouver Regional District

Regional Development
Policy & Planning Department

2004 Annual Report – Livable Region Strategic Plan

The *Local Government Act* (Section 869 (1) (b) Part 25, Regional Growth Strategies) requires regional districts to prepare an annual report on progress in achieving regional growth strategy objectives. The Livable Region Strategic Plan (LRSP) is the GVRD's regional growth strategy and was adopted by all member municipalities in 1996.

The LRSP contains four fundamental strategies and each strategy has a number of supporting policies:

- Protect the Green Zone
- Build Complete Communities
- Achieve a Compact Metropolitan Region
- Increase Transportation Choice

In 1999, the GVRD Board approved a set of monitoring indicators to assist in the charting of progress in achieving the LRSP objectives. Each of the indicators is linked to a specific strategy and policy contained in the LRSP and these are compiled in Appendix A. The key findings are described below.

Protect the Green Zone

There are seven indicators related to the Green Zone and these help chart changes in the amount of land, the value of agricultural production, the development of a regional greenway network, and the ecological integrity of the natural areas.

- In 2004, the Agricultural Land Commission permitted 13 hectares to be excluded from the Agricultural Land Reserve. The ALC estimates that within the GVRD, there are 53,700 hectares in the ALR;

- The GVRD Board did not support an application to exclude lands on Barnston Island from the Agricultural Land Reserve and a decision from the ALC is pending;

- Farm gate sales figures are collected as part of a 5-yearly census. Latest available figures show approximately $700 million in sales in 2000, an increase of over 40 per cent compared to the 1995 figure;

- In 2004, GVRD acquired two large sites for conservation purposes as part of the regional park system: Burns Bog (2,042 ha) and Codd Wetland (104.5 ha);

- It is estimated that 762 kilometres of greenway exist or have been identified for development in the near future. No new sections of greenway were completed in 2004. However, plans for the Pitt River Greenway and for the Maple Ridge / Pitt Meadows Recreational Greenway Sector were completed in 2004;

- Projects in progress related to the Green Zone in 2004 included preparing a parcel-based map to assist in protection of the Green Zone and the Biodiversity Conservation Strategy to help preserve the ecological values of the Green Zone.

Build Complete Communities

There are six indicators related to building complete communities and they focus on measurement of progress in expanding housing choice (type and affordability), promoting a better balance in jobs and labour force, and building a network of centres.

- In 2004, 14,300 new dwellings were constructed with 37 per cent single family dwellings and 63 per cent apartments and rowhouses;

- The average prices for ownership and rental housing continued to rise in Greater Vancouver, worsening affordability problems. Rental vacancy rates declined to 1.4 per cent in 2004 compared to 2 per cent in 2003.

- Housing starts in the regional town centres remains strong;

- On office space distribution, available data shows a decrease in the proportion of free-standing office space in the regional town centres and an increase in office/business park locations;

- The latest available census data (1996-2001) show a slight increase in the number of workers working within their own subregion in all subregions except for Vancouver/UEL and Maple Ridge/Pitt Meadows.

Achieve a Compact Metropolitan Region

There are six indicators related to compact region objectives, measuring proportion of population growth and employment occurring in the Growth Concentration area, and peak hour traffic volumes across the boundary with the Fraser Valley Regional District.

- The total population of Greater Vancouver on July 1, 2004 was 2,132,800, an increase in 19, 100 from the previous year, following similar growth patterns of the previous few years. The labour force expanded by 25,100 and the number of jobs increased by 29,600;

- The proportion of population located in the Growth Concentration Area (GCA) is 65 per cent. The LRSP policy target is approximately 70 per cent by 2021;

- Burnaby/New Westminster, Richmond, and the North Shore added more jobs than resident labour force from 1996 to 2001(Data on number of jobs in the GCA has not been compiled);

- Travel in the peak hour across the region's eastern boundaries appears to be relatively stable, and is not approaching the limits established in the LRSP.

Increase Transportation Choice

There are ten indicators that help measure progress in achieving transportation choice. They include indicators on the supply side and demand side such as kilometres of lanes in the regional road network, tracking vehicle kilometres traveled, median length of commuter trip, changes in the capacity of the transit system, and transit ridership.

- The number of lane kilometres in the major road network increased to 2,251, an increase of 50 lane kilometres in 2004;

- The number of vehicles per household has remained fairly constant over the last several years at around 1.7 vehicles per household;

- The median commuter trip length declined slightly from 7.7 kilometres to 7.6 kilometres (1996- 2001 census data);

- Transit service capacity provided by GVTA increased in 2004 by over 360,000 service hours;

- Transit ridership showed a third straight year of substantial increases. In 2004, transit ridership increased by 8.2 per cent, an increase in 12 million passenger trips;

- Considerable progress was made in advancing three major regional transportation projects: RAV(Richmond/Vancouver rapid transit project), the Golden Ears Bridge and the Northeast Sector Rapid Transit project.

Conclusion

The 2004 Annual Report on the Livable Region Strategic Plan shows continued progress in working toward most of the Plan objectives. For protection of the Green Zone, only a small amount of land was excluded from the Agricultural Land Reserve in 2004 (13 hectares), the system of regional greenways continues to be developed and significant sites were acquired for conservation purposes. On complete communities, while the pattern of residential development supports the network of regional town centres, the location of offices in these locations continues to be a challenge. This issue is being addressed in the LRSP Review.

On compact region, the percentage growth captured in the Growth Concentration Area is falling slightly below target. As part of the LRSP review, population and residential distribution to the year 2031 will be forecasted by subregion and policy recommendations

will be made on how best to help achieve compact region objectives. On increasing transportation choice, there has been a significant increase in transit ridership and rapid transit projects for the Richmond/Vancouver corridor and the Northeast Sector are progressing well. The Provincial Gateway Program proposed several large-scale road projects, some of which are consistent with the regional growth strategy: i.e., the South Fraser Perimeter Road and the North Fraser Perimeter Road. The widening of Highway 1 and the twinning of the Port Mann Bridge continue to be a source of intergovernmental discussion. Through the LRSP Review, the long term transportation network required to support the region to the 2031 timeframe will be evaluated.

APPENDIX A

Livable Region Strategic Plan: Monitoring Program Indicators

PROTECT THE GREEN ZONE

- **G1** Area of Green Zone
- **G2** Area of Agricultural Land Reserve
- **G3** Total value of farm-gate sales
- **G4** Number of new non-farm dwellings in the Green Zone
- **G5** Number of endangered or threatened species (provincial red list)
- **G6** Length of Regional Greenways completed
- **G7** Size of protected conservation areas

BUILD COMPLETE COMMUNITIES

- **B1** Number and proportion of new dwellings by structure type, within and outside the GCA
- **B2** Number and proportion of new dwellings in municipal and regional centres
- **B3** Benchmark price for housing for the region
- **B4** Proportion of office floor space in municipal and regional centres
- **B5** Proportion of labour force working in home subregion
- **B6** Proportion of rental housing in region's housing stock

ACHIEVE A COMPACT METROPOLITAN REGION

- **C1** Population growth and share of annual population growth, for the GCA and GVRD
- **C2** Number and proportion of ground-oriented housing inside and outside the GCA
- **C3** Non-residential building permit values, by sub-region
- **C4** Number of vehicles crossing the GVRD eastern boundary, in-bound
- **C5** Total employment and share of employment growth, for the GCA and GVRD
- **C6** Growth in regional sewerage trunk lines, for the GCA and GVRD

INCREASE TRANSPORTATION CHOICE

- **T1** Total number of vehicle kilometres driven
- **T2** Vehicle ownership per household
- **T3** Participation in regional ride-share program
- **T4** Lane-kilometres of major road network
- **T5** Kilometres of streets with sidewalks and kilometres of bike lanes
- **T6** Commuter trip length
- **T7** Total and per capita transit ridership
- **T8** Growth in total and per capita transit capacity
- **T9** Mode Split
- **T10** Proportion of children walking to school versus using other transportation modes

↑	Positive
↓	Negative
↔	Unchanged
?	Undetermined
n/a	Not available

Livable Region Strategic Plan Strategy: PROTECT THE GREEN ZONE

	Indicator	Relevant LRSP Objectives
G1	**Area of Green Zone**	**Protect Green Zone areas from urban development and seek to add new areas to the Green Zone**

The area of the GVRD Green Zone was calculated to total 205,520 hectares in 1998. This figure is currently being reviewed.

Data Source: GVRD Regional Development
Indicator Update Frequency: 5-year

G2	**Area of Agricultural Land Reserve**	**Protect Green Zone areas at risk from urban development, and minimize pressure on the Green Zone through management of urban areas**

The Agricultural Land Commission permitted 13 ha to be excluded from the Agricultural Land Reserve in 2004. This is the second lowest amount excluded from the ALR in the past 5 years. The Agricultural Land Commission estimates that the area of the GVRD ALR is approximately 53,700 ha.

Year	Inclusions	Exclusions (All in hectares)
2000	0	72
2001	0	4
2002	0	90
2003	2	75
2004	0	13

Data Source: Agricultural Land Commission (provisional figures released October 2003)
Indicator Update Frequency: Annual

G3	**Total value of farm-gate sales**	**Enhance planning for agriculture as part of the region's economic base**

Farm gate sales figures are collected as part of the 5-yearly Census of Agriculture carried out by Statistics Canada. The most recent statistics show $698,053,000 of sales in 2000. This grew by 40% from the 1995 figure of $498 million and represented 30% of the value of provincial agricultural output in 2001, produced on less than 2% of the province's agricultural land base.

Data Source: Statistics Canada, 2001 Census of Agriculture
Indicator Update Frequency: 5-Year

G4	**Number of new non-farm dwelling units in the Green Zone**	**Minimize pressure on the Green Zone and protect the Green Zone from urban development**

Data not collected to date.

G5	**Number of endangered or threatened species (provincial 'Red List')**	**Enhance the viability of the region's ecology**

This indicator may need to be revised to provide a better measure of change. For example, an increase in the number of species may reflect better monitoring of habitat rather than any change in the status of previously identified threatened species.

In the whole of British Columbia there were 223 endangered or threatened vertebrate animal species ('red and blue listed') identified in 2000. Of that total, as many as 56 are found in GVRD Parks. This provides some evidence of the importance of species habitat areas in parks.

Data Source: GVRD Parks
Indicator Update Frequency: under review

Livable Region Strategic Plan Strategy: PROTECT THE GREEN ZONE

	Indicator	Relevant LRSP Objectives
G6	**Length of Regional Greenways completed (recreational component)**	**Develop a region-wide trail network, and an interconnected system of wetlands and upland habitat**

It is estimated that 762 kilometres of regional recreational greenway already exist or have been identified for development in the near future. Plans for the Pitt River Greenway and for the Maple Ridge / Pitt Meadows Recreational Greenway Sector were completed in 2004. No new pieces of greenway were 'completed' in 2004.

Data Source: GVRD Parks
Indicator Update Frequency: Annual

G7	**Size of protected conservation areas (including environmental greenways)**	**Protect the viability of the region's ecology**

There are no currently available accurate figures for this indicator. The Georgia Basin Ecosystem Initiative, with the participation of the GVRD, is developing a regional Biodiversity Strategy, which will identify a number of different aspects of the status of protected areas within the Region.

A 1999 study of GVRD Parks shows that 31% (over 9300 hectares) are wetlands. Since that time the GVRD has added Blaney Bog to the Park Reserve inventory which provides an additional 66 hectares of wetland. Other wetland sites are currently being considered for acquisition through partnerships. Wetlands are thought to be one of the most important ecosystems for ensuring continued biodiversity.

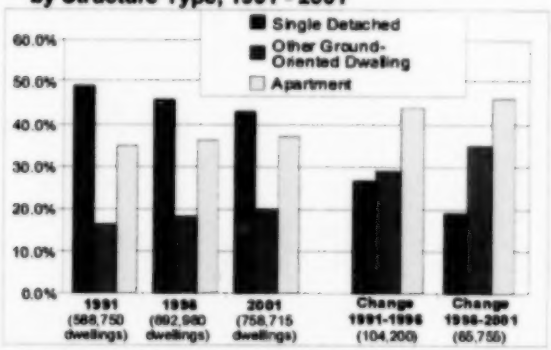
Data Source: GVRD Parks
Indicator Update Frequency: Annual

Livable Region Strategic Plan Strategy: BUILD COMPLETE COMMUNITIES

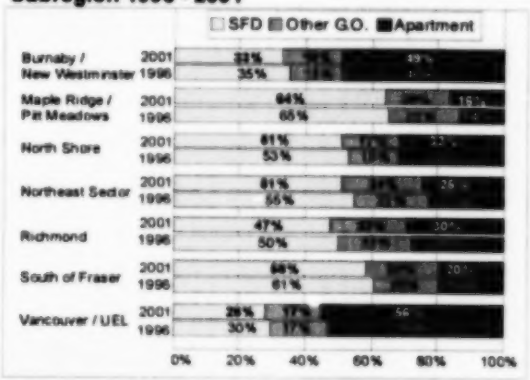
Indicator	Relevant LRSP Objectives
B1 Number and proportion of new dwellings by structure type.	**Seek a diversity of housing types across the region**

Census data shows that from 1991 to 2001, the diversity of housing types across the region has increased. Apartment dwellings as a proportion of all housing has increased from 34.9 per cent in 1991 to 37 per cent in 2001, while ground oriented dwellings (excluding single detached) have increased from 16.3 per cent in 1991 to 19.4 per cent in 2001. Vancouver, Burnaby, and New Westminster have a concentration of apartment dwellings whereas the North Shore, Northeast Sector, South of Fraser and Maple Ridge/Pitt Meadows are predominately single detached dwellings.

Number and Proportion of Dwellings in Region by Structure Type, 1991 - 2001



Proportion of Dwellings by Structure Type, by Subregion 1996 - 2001

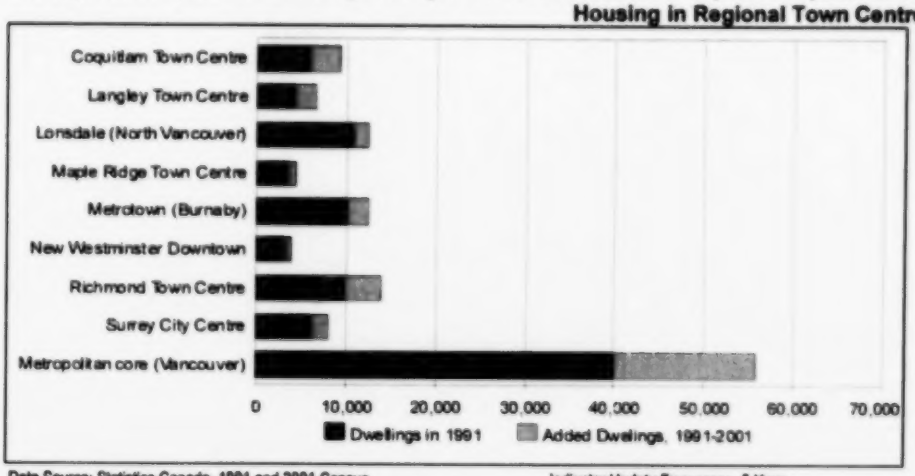


Data Source: Statistics Canada, 1991, 1996, 2001 Census
Indicator Update Frequency: 5-Year

B2 Number of total and new dwellings in Metropolitan Core and Regional Town Centres	**Seek development of a network of high-quality, mixed-activity urban centres, and achieve urban centre densities that support planned transit services**

The graph below shows additional housing units built in the Metropolitan Core and the Regional Town Centres between 1991 and 2001. By 2001, 15.1 per cent of all housing in the region was located in these centres, up from 13.6 per cent in 1991.

Housing in Regional Town Centres, 1991 - 2001



Data Source: Statistics Canada, 1991 and 2001 Census

Indicator Update Frequency: 5-Year

Livable Region Strategic Plan Strategy: BUILD COMPLETE COMMUNITIES

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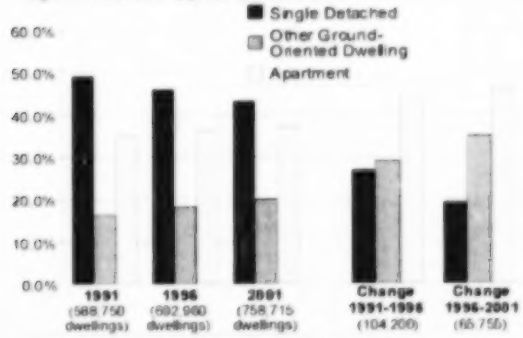
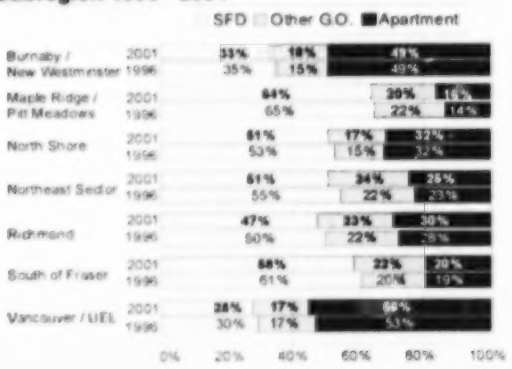


Data Source: Statistics Canada, 1991, 1996, 2001 Census

Indicator Update Frequency: 5-Year

Proportion of Dwellings by Structure Type, by Subregion 1996 - 2001



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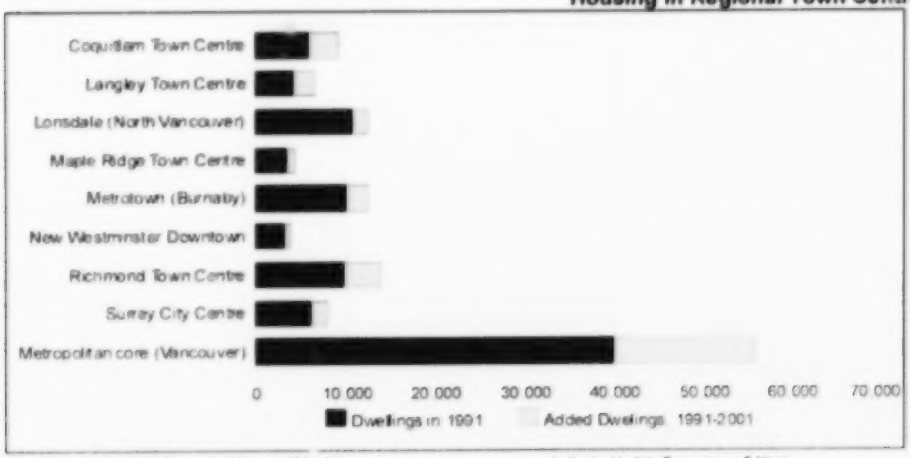


Data Source: Statistics Canada, 1991 and 2001 Census

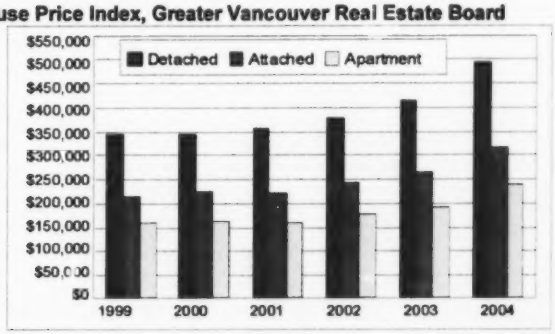
Indicator Update Frequency: 5-Year

Livable Region Strategic Plan Strategy: BUILD COMPLETE COMMUNITIES

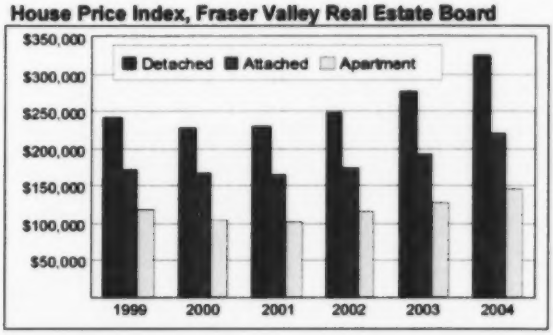
Indicator	Relevant LRSP Objectives
B3 Benchmark price for housing, by structure type, for the region	**Seek a diversity of housing types and costs in each part of the region**

The housing price index for different types of housing is shown here from 1999 to 2004.

House Price Index, Greater Vancouver Real Estate Board



House Price Index, Fraser Valley Real Estate Board

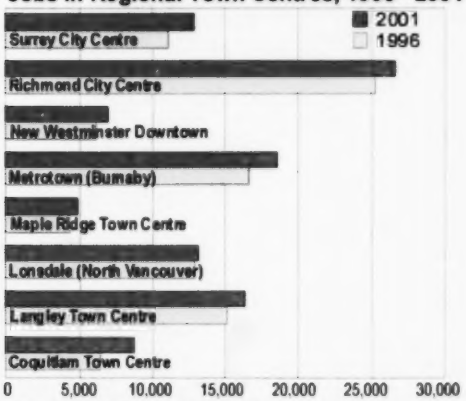


Data Source: Real Estate Board of Greater Vancouver MLS House Price Index, April of each year.
Data Source: Fraser Valley Real Estate Board MLS House Price Index
Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
B4 Proportion of office floor area in the Metropolitan Core and Regional Town Centres	**Seek development of a network of high-quality, mixed-activity urban centres that support a high level of public transit and a range of community services and cultural facilities**

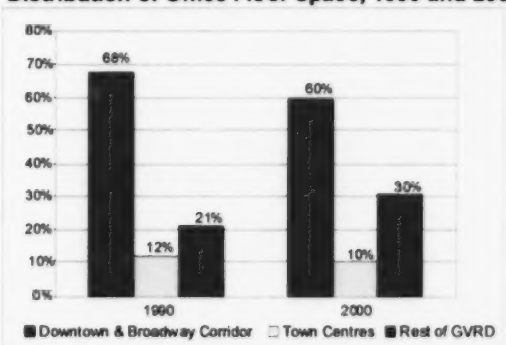
Changes in total inventoried office floor area between 1990 and 2000 indicate that while the Metropolitan Core (Downtown Vancouver and Broadway corridor) inventory of office space grew by over 6 million sq.ft. and the rest of the GVRD (excluding Regional Town Centres) grew by 7 million sq.ft., the Regional Town Centres grew by only 1 million sq. ft. All the Regional Town Centres experienced employment growth between 1996 and 2001.

Jobs in Regional Town Centres, 1996 - 2001



Data Source:Statistics Canada (5-Year)
Note: excludes "no fixed workplace" data

Distribution of Office Floor Space, 1990 and 2000

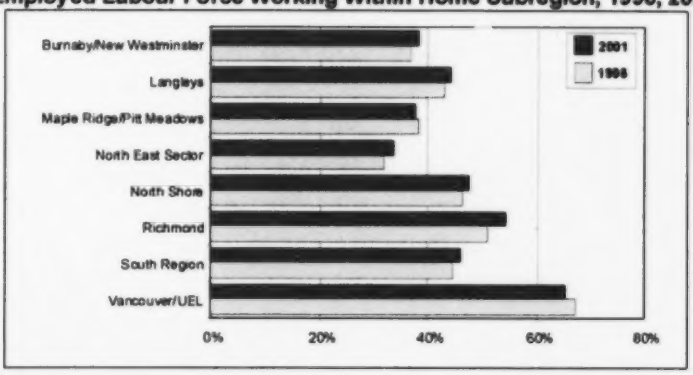


Data Source:Royal LePage "The GVRD Office Market Report 2001"
Indicator Update Frequency: under review

Indicator	Relevant LRSP Objectives
B5 Proportion of labour force working in home subregion	**Seek a better balance in jobs and labour force location throughout the region**

With the exception of Vancouver/UEL and Maple Ridge/Pitt Meadows, all subregions showed an increase in the number of workers working in their home subregion.

Proportion of Employed Labour Force Working Within Home Subregion, 1996, 2001

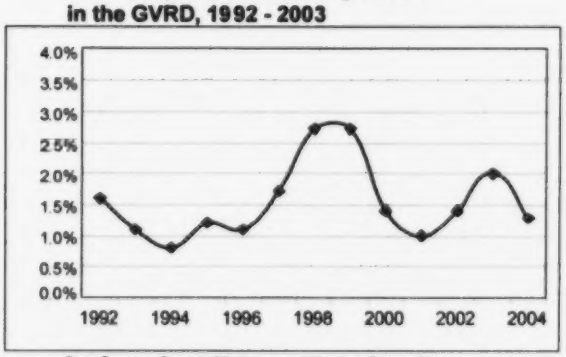


Data Source: Statistics Canada, 1996, 2001 Census
Indicator Update Frequency: 5-Year

B6 Proportion of rental housing in region's housing stock	**Seek a diversity of housing tenures in each part of the region**

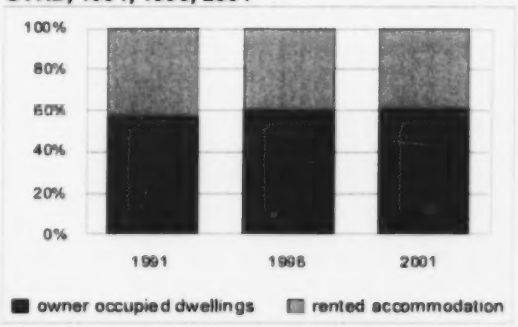
The proportion of rented accommodation in the GVRD has fallen slightly. Low interest rates have facilitated an increase in home ownership over the past five years, while a tight rental market has influenced the number of choices for rental households. Rental vacancy rates decreased to 1.3 per cent in 2004.

Annual Apartment Vacancy Rates in the GVRD, 1992 - 2003



Data Source: Canada Mortgage and Housing Corporation
Indicator Update Frequency: Annual

Dwelling by Tenure, GVRD, 1991, 1996, 2001



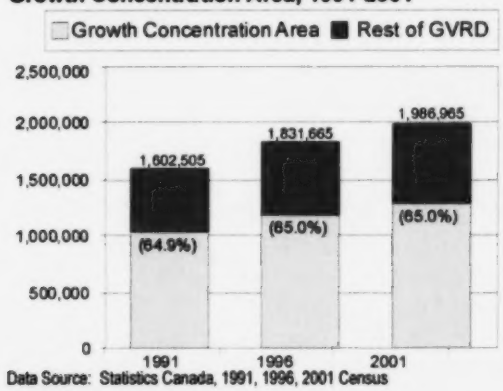
Data Source: Statistics Canada, 1991, 1996, 2001 Census
Indicator Update Frequency: 5-Year

Livable Region Strategic Plan Strategy: ACHIEVE A COMPACT METROPOLITAN REGION

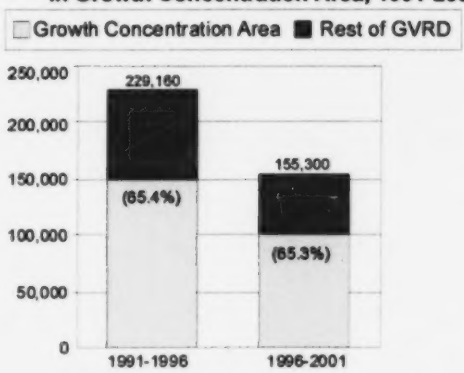
Indicator	Relevant LRSP Objectives
C1 Population growth and share of annual population growth, for the Growth Concentration Area and GVRD	**Seek to achieve population growth management targets for 2021**

Overall, population has risen from just over 1,600,000 in 1991 to 1,986,965 in 2001. Population growth rates in recent years have been significantly lower than in earlier periods of the 1990's. The proportion of the population located in the Growth Concentration Area (GCA) of the GVRD is 65 per cent. The GCA has accommodated 65 per cent of the region's population growth between 1991 and 2001. This share of population and population growth has been consistent for the past 10 years.

GVRD Population and Proportion in Growth Concentration Area, 1991-2001



Additional Residents in GVRD and Proportion in Growth Concentration Area, 1991-2001



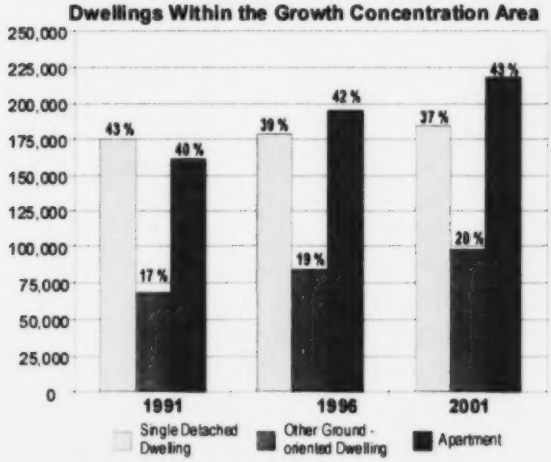
Data Source: Statistics Canada, 1991, 1996, 2001 Census

Indicator Update Frequency: 5-Year

Indicator	Relevant LRSP Objectives
C2 Number and proportion of ground-oriented housing inside and outside the Growth Concentration Area	**Seek further opportunities for ground-oriented housing, particularly in the GCA**

Between 1991 and 2001, 41,310 ground oriented dwellings were added to the Growth Concentration Area (GCA) (10,155 were single detached dwellings). Outside the GCA 53,615 ground oriented dwellings were constructed between 1991 and 2001 (33,370 were single detached dwellings). While single detached dwellings as a proportion of households in the GCA has decreased, other ground-oriented housing has increased, accounting for 20 per cent of dwellings in 2001, up from 17 per cent in 1991.

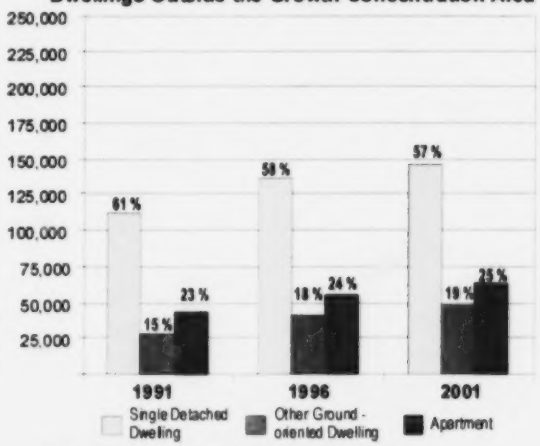
Dwellings Within the Growth Concentration Area



Data Source: Statistics Canada, 1996 and 2001 Census

Indicator Update Frequency: 5-Year

Dwellings Outside the Growth Concentration Area



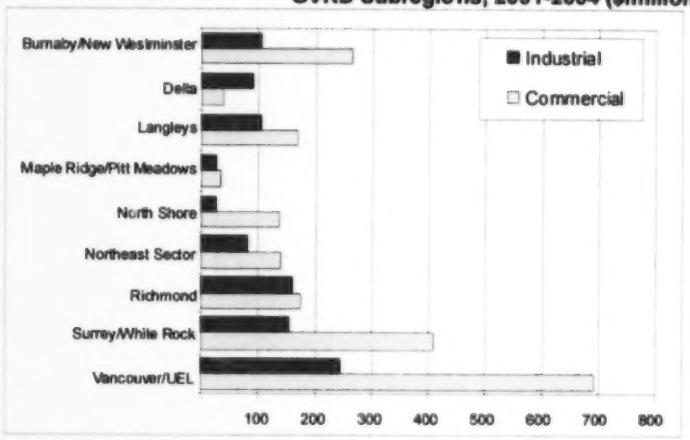
Data Source:, Canada Mortgage and Housing Corporation

Indicator Update Frequency: Annual and 5-year

Livable Region Strategic Plan Strategy: ACHIEVE A COMPACT METROPOLITAN REGION	
Indicator	**Relevant LRSP Objectives**
C3 Non-residential building permit values for the GVRD subregions	**Seek a distribution of business investment that supports LRSP objectives**

At present, it is not possible to quantify commercial and industrial development inside the Growth Concentration Area. The graph below shows commercial and industrial development by GVRD Subregions.

Building Permit Values, Commercial and Industrial Development, GVRD Subregions, 2001-2004 ($millions)



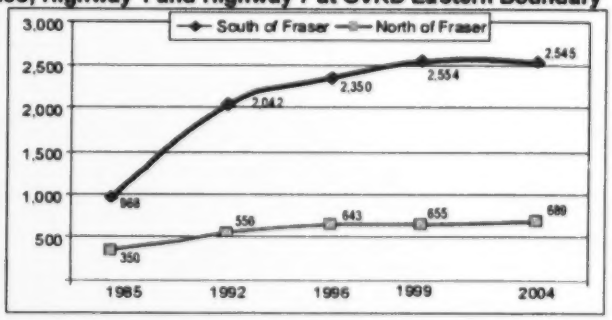
Data Source: GVRD

Indicator Update Frequency: 5 - year

C4	**Number of vehicles crossing the GVRD eastern boundary, in-bound**	**Seek travel levels across the GVRD eastern boundary that are consistent with development of complete communities in the Fraser Valley**

Statistics showing the numbers of vehicles crossing all the eastern boundary roads are not available, but the data for Highway 1 and Highway 7 represents around 69% of all traffic crossing the eastern boundary. The graph shows that traffic volumes during the morning peak have stayed the same since 1999 on Highway 1, while Highway 7 has shown some increase in traffic volumes over the past 5 years.

Morning Peak (7-8am) Traffic Volumes; Highway 1 and Highway 7 at GVRD Eastern Boundary



South of Fraser = Highway 1 east of 264th St.
North of Fraser = Highway 7 east of 280th St.

Data Source: Greater Vancouver Transportation Authority (GVTA)

Indicator Update Frequency: 5-Year

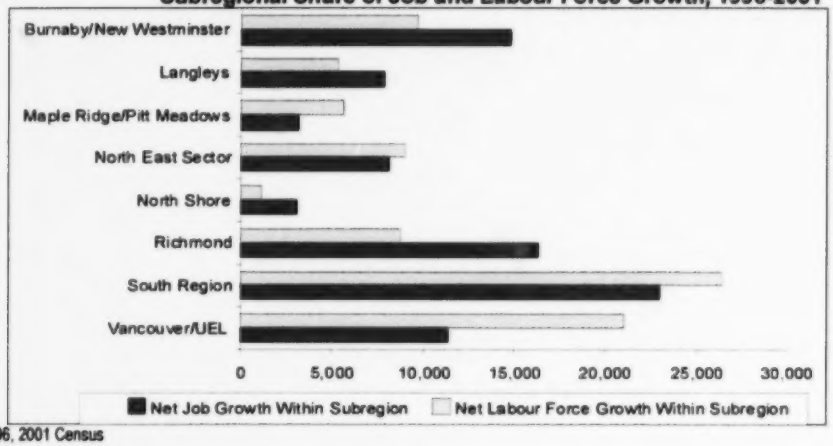
Indicator Update Frequency: 5-Year

Livable Region Strategic Plan Strategy: ACHIEVE A COMPACT METROPOLITAN REGION

	Indicator	Relevant LRSP Objectives
C5	**Total employment and share of employment growth, by Subregion**	**Seek to achieve employment growth management targets for 2006 and 2021**

Burnaby / New Westminster, Richmond and the North Shore added more jobs than labour force from 1996 to 2001. Vancouver / UEL added significantly more labour force than jobs in this period.

Subregional Share of Job and Labour Force Growth, 1996-2001



Data Source: Statistics Canada, 1996, 2001 Census

Indicator Update Frequency: 5 - year

C6	**Growth in regional sewerage trunk lines, for the GCA and GVRD**	**Implement the LRSP through delivery of GVRD services**

Information is available to cover this indicator, but it includes replacement of older sewers as well as new pipes. As an alternative indicator, adjustments to the sewer area boundaries are tracked. The legal sewerage area boundary has increased by 1249 ha since 1995. Nearly all of this expansion occurred in the Fraser Sewerage Area which is now roughly 65,230 ha. (about two thirds of all the area covered by the sewerage system in Greater Vancouver). This represents a 1.9 per cent growth in 5 years.

Data Source: GVRD

Indicator Update Frequency: 5 - year

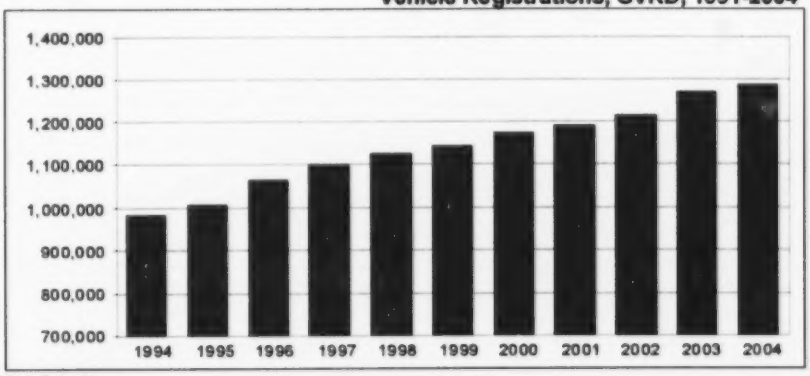
Livable Region Strategic Plan Strategy: INCREASE TRANSPORTATION CHOICE	
Indicator	**Relevant LRSP Objectives**

T1 Total number of vehicle kilometres driven

Increase transportation choices to reduce automobile-dependence

The total number of vehicles registered in the Region is thought to give a good indication of the total kilometers driven. GVTA estimates the per capita daily vehicle kilometres travelled to be 23 kilometres.

Vehicle Registrations, GVRD, 1991-2004



Data Source: Insurance Corporation of British Columbia.

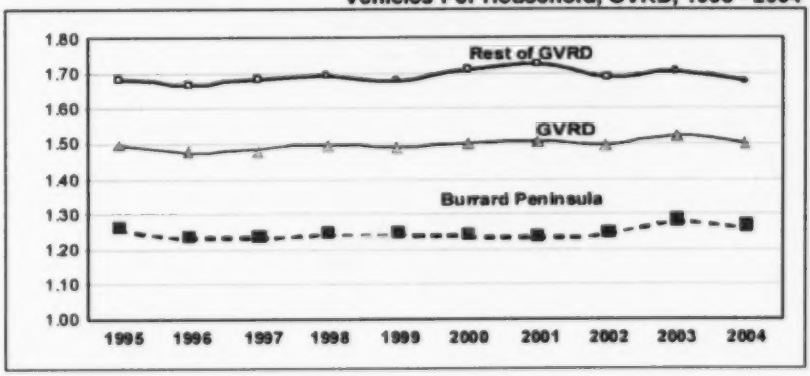
Indicator Update Frequency: Annual

T2 Vehicle ownership per household

Increase transportation choices to reduce automobile-dependence

Vehicle ownership per household has declined in the past year, although it has remained at almost the same level for the past five years.

Vehicles Per Household, GVRD, 1995 - 2004



Data Source: BC Stats PEOPLE 28; Insurance Corporation of British Columbia (Pitt Meadows and Maple Ridge vehicle numbers 1995 derived from 1996 statistics)

Indicator Update Frequency: Annual

T3 Participation in regional ride-share program

Pursue transportation demand management strategies

In the month of June 2005, the Jack Bell Foundation estimated 130 vehicles (car/van pools) in operation, up significantly from 90 in 2002.

Data Source: GVTA and Jack Bell Foundation

Indicator Update Frequency: Annual

Livable Region Strategic Plan Strategy: INCREASE TRANSPORTATION CHOICE	
Indicator	**Relevant LRSP Objectives**

T4 Lane-kilometres of major road network

Manage road capacity to achieve LRSP objectives

The regional road network is comprised of about 2,250 lane kilometres of roadways. This is up by approximately 50 km from the previous year.

Year	Major Road Network	Change (All in kilometres)
2002	2,100	
2003	2,200	100
2004	2,251	50

Data Source: GVTA

Indicator Update Frequency: Annual

T5 Kilometres of streets with sidewalks and kilometres of bike lanes

Seek enhancements to local streets to favour transit, bicycle and pedestrian uses

Preliminary data indicates that there is 1,345 kilometres of designated cycling routes. Translink recently began to collect this data and users of this data are cautioned about its accuracy until full validation is available.

Year	Designated Cycling Routes	Change (All in kilometres)
2002	1,219	
2003	1,276	57
2004	1,345	69

Note: these figures are preliminary and subject to verification

Data Source: GVTA

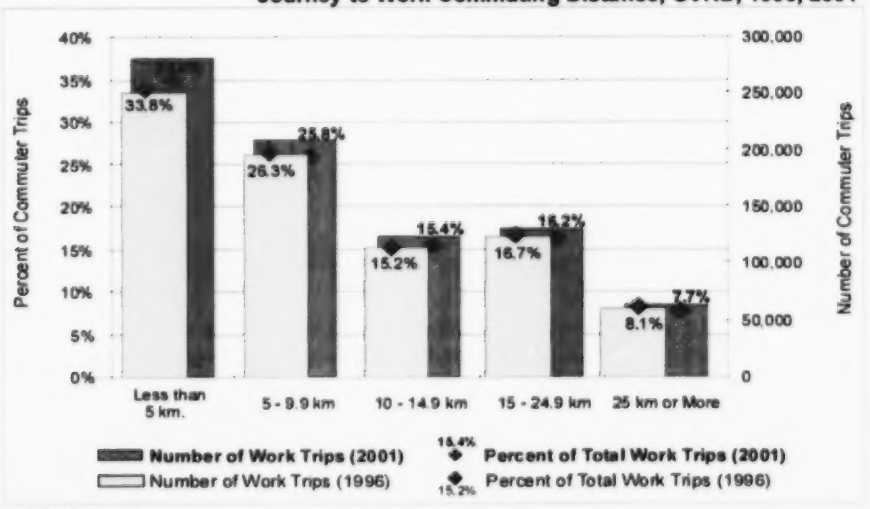
Indicator Update Frequency: Annual

T6 Commuter trip length

Seek a better balance of jobs and labour force throughout the region

Between 1996 and 2001, the median commuter trip length decreased slightly from 7.7 km to 7.6 km. The proportion of short trips increased while the proportion of long trips decreased.

Journey to Work Commuting Distance, GVRD, 1996, 2001



Data Source: Statistics Canada, 1996, 2001 Census

Indicator Update Frequency: 5-Year

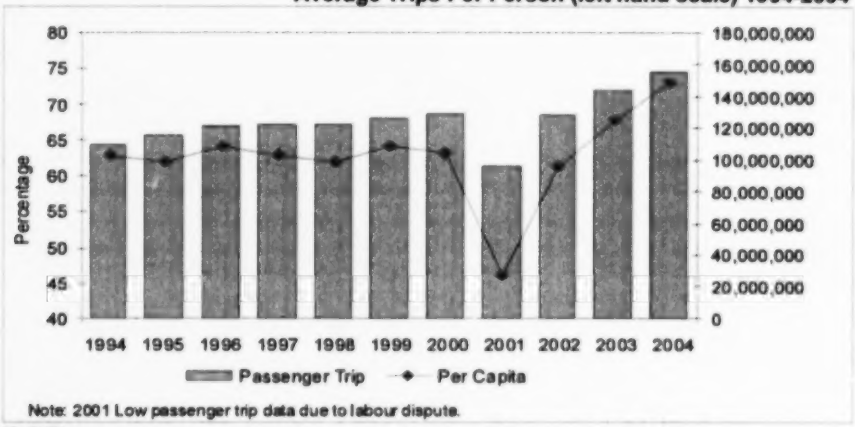
Livable Region Strategic Plan Strategy: INCREASE TRANSPORTATION CHOICE	
Indicator	**Relevant LRSP Objectives**

T7 Total and per capita transit ridership

Plan and implement a transit-oriented transportation system

Use of the transit system has risen sharply in the past two years. The total number of trips taken (paid journeys) has increased at a rate that surpasses the overall population increase in recent years. Low ridership figures for 2001 are due to a four month long labour dispute.

Total Transit Ridership (right hand scale) and Average Trips Per Person (left hand scale) 1994-2004



Note: 2001 Low passenger trip data due to labour dispute.

Data Source: BC Stats PEOPLE 28; GVTA

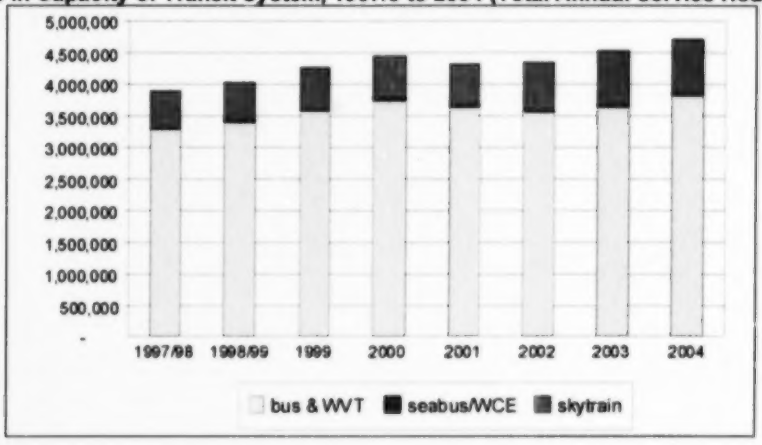
Indicator Update Frequency: Annual

T8 Growth in total and per capita transit capacity

Plan and implement a transit-oriented transportation system

Bus and SkyTrain capacity in 2004 increased for the second year in a row. Total annual service hours in 2004 have increased by over 363,000 service hours in the past two years.

Increase in Capacity of Transit System, 1997/8 to 2004 (Total Annual Service Hours)



Data Source: GVTA

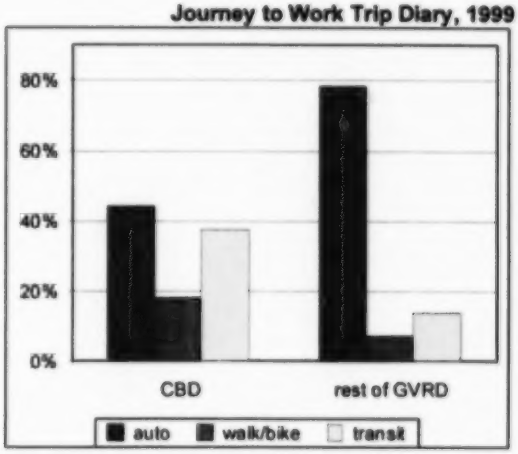
Indicator Update Frequency: Annual

Note: SeaBus and Westcoast Express figures are included, but are too small to appear on this graph.

Livable Region Strategic Plan Strategy: INCREASE TRANSPORTATION CHOICE		
	Indicator	**Relevant LRSP Objectives**
T9	**Mode split**	**Increase transportation choice and implement a transit-oriented transportation system**

Figures for the Trip Diary 1999 are from GVTA. The trip diary survey conducted in 1999 showed an increase in the number of morning peak trips on transit, from 11.3% in 1994 to 12.5% in 1999. A Trip Diary Survey was conducted in 2004. Preliminary results show an increase in transit trips "for all purposes" from 10.3 % in 1999 to 10.8 % in 2004.

Journey to Work Trip Diary, 1999



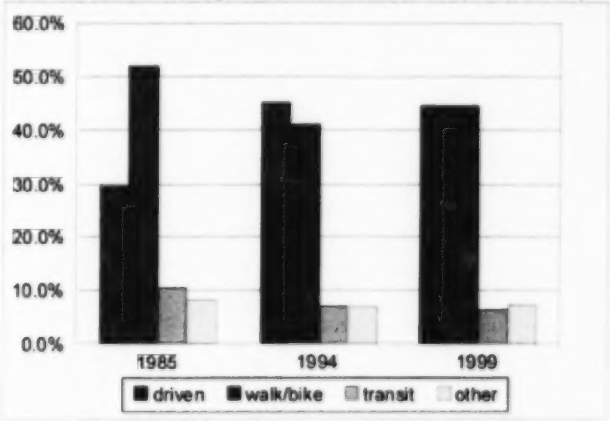
Source: GVTA, 1999 Trip diary
Indicator Update Frequency: 5-Year

Note: 2001 Census Data is not used because of the transit strike impact on data accuracy.

T10	**Proportion of children walking to school versus using other transportation modes**	**Provide a variety of local transit services and networks in support of complete communities**

The proportion of children walking/biking to school in the morning and afternoon increased slightly between 1994 and 1999, but is still substantially lower than the 53% walking/biking to school in 1985.

Proportion of Children Driven to School vs. Other Transportation Modes, GVRD, 1985,1994,1999



Data Source: GVTA
Indicator Update Frequency: 5-Year

Regional Development
Policy and Planning Department
Greater Vancouver Regional District
4330 Kingsway
Burnaby, B.C. V5H 4G8
Tel: 604-432-6375
Fax: 604-436-6970

Web site: www.gvrd.bc.ca

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2004 Greater Vancouver Regional District

The Greater Vancouver Regional District includes the municipalities of Anmore, Belcarra, Bowen Island, Burnaby, Coquitlam, Delta, Langley City, Langley Township, Lions Bay, Maple Ridge, New Westminster, North Vancouver City, North Vancouver District, Pitt Meadows, Port Coquitlam, Port Moody, Richmond, Surrey, Vancouver, West Vancouver, White Rock, and Electoral Area A.